









A. S. Paul, director of the 17th states—S. Iwano, of Tokio, managing of the Japanese Mail Steam Company, Limited, signed yesterday contract with the Great Northern Railway Company for the establishment of a steamship line between Seattle and Yokohama. The line will probably leave Seattle about August 15th. For the present, it has been a stomach to the East man but the service is to be increased if required. The following is a telegram received at San Francisco from Tokyo, dated August 10th, regarding the announcement that the contract had signed between representatives of the Japanese steamship line, the Nippon Yusen Kaisha, and President Hill of Great Northern, whereby Seattle is the American terminus of the line. The line will be a round-trip line, the Great Northern Kaisha is the royal steamship company of Japan, and in the neighbourhood of fifty vessels, carrying 60,000 tons carrying passengers. They are building at the present time, on the ship of the Great Northern, a ship of 10,000 tons, carrying capacity about 100,000 tons. The first to come to this port will not be this year, as they are delayed, and the first to come will be in 1914.

Sweet charity too is so charming;  
In minding the work nearer hand ;  
For we can't, spite of taxes and farming  
Indulge in a Post Office grand ;  
Then why build a College of Medicine  
Which even when built mightn't stand.

You might build a College of Medicine  
In the far-away wilds of Yunnan ;  
But here where we kicks 'em and pets 'em  
You cannot get the right sort of man  
Our youths are a shade too progress  
They'd wreck, soon or late, the w  
plan.

fragments observations which you  
imposed. There is something radi-  
irreconcilable and insuperable between  
the diagraphy and vocabularies  
which we endeavour to make the recipi-  
ent of correspondential evidence of our  
translations intelligible. You will per-  
ceive if I suggest that synchronization of  
text is actually indispensable with homogeneity  
of cerebral impression as well as para-  
digm to a proper comprehension of the  
comprehensible. I may say that  
factual existence is something more  
homogeneous than both simultaneous and  
evolution in correspondence with exist-  
ences and sequences have I re-  
more colossal sacred than the dew let  
have lying received. And speaking of  
factual existence, I would like to show  
structural synopses, for the external  
for the last two weeks has been a time  
feel not right to me. Under modern  
days I have been merged in a full  
state compared with which chemical  
ness was a fortunate adoration of  
the world, and as I said, the  
notes of fictions should predominate  
general suggestion on the time of  
your letter.

With love,  
Yourself

A novel point was raised this morning at the Magistrate's Court in connection with the case of the Major being—*In the Peak* in the vicinity of the City of Victoria. "The case in which no point arose was a sequel to the recent conviction of Major G. K. Moore residing at the Peak Hotel, for assaulting a Chinese contractor. It will be remembered that about five o'clock on the morning of the 21st last July the worthy Major was rudely awakened out of his sleep by a brick falling upon his pillow and a shower of dust and mortar. He jumped quickly out of bed, and discovered a number of Chinamen repairing the roof. He spoke to the Chinamen, and they, in turn, disturbed his slumbers. He made no reply, but he only received an answer that he gave the contractor a smack with his stick which he had in his hand. The contractor summoned Major Moore for assault with a stick, and the latter was fined £100 and costs on his own recognisance of £100 to keep the peace for a week. This morning the Major Moore summoned *Wong Koon Ching*, the contractor, to appear at the Court on the 22nd inst. to answer to the charge of assault. The 22nd July proved to be made noise and disturbance, annoy and interfere with the quiet of the complainant, no more than the Peak Hotel, before the house was the property of a man. Contrary to the Ordinance of the City of Victoria, the G. K. appeared at the Court of the contractor, and raised as a preliminary objection that this Ordinance did not apply to the Peak. The Ordinance applied to the City of Victoria and its vicinity, and the Peak was not within the City of Victoria, the Peak being divided from Victoria by a stretch of barren country. The Peak was treated as a separate district of the Colony, and a separate district of the City of Victoria. The Magistrate said he quite agreed with Mr. G. K. on that point, and asked Major Moore if he had anything to say to the inhabitants of outlying districts that they should be subject to the same provisions of the Ordinance. His Worship held the Peak was not within the meaning of the Ordinance, and dismissed the case.

ALL the newest Operas, Songs, Books  
Folios.—W. Robinson & Co.

FATHER—Ethel, I like that young  
who is calling on you now. He has  
true ring about him. Ethel (ecstatic)  
—Oh! has he, father? Did he show  
to you? Do you think he will give  
me, tonight?

GRAP Copyright Music, 4 for \$1.  
Robinson & Co.

BANANA—Don't you want some fun  
make your hair-ay in 1 N. Park—A  
I don't believe I do. The faster it c  
out the less it hurts.

W.S.W. = W.N.W.). Then by combining the symbols for the four directions, you would get the following directions:

$\begin{array}{c} \text{N} \text{ N.E.} \\ \text{S} \text{ S.E.} \end{array} \quad \begin{array}{c} \text{N} \text{ E.} \\ \text{S} \text{ E.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array}$

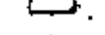
$\begin{array}{c} \text{N} \text{ N.W.} \\ \text{S} \text{ S.W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array}$


$\begin{array}{c} \text{N} \text{ N.W.} \\ \text{S} \text{ S.W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array} \quad \begin{array}{c} \text{N} \text{ W.} \\ \text{S} \text{ W.} \end{array}$

Red symbols being used in the same way as the black. Let these be used as follows:—

The bearing of the centre would be indicated by hoisting the appropriate symbol on the East yard-arm and the direction in which the typhoon was apparently moving by hoisting the symbol on the West yard-arm thus:—

$\begin{array}{c} 1 \\ \text{N} \end{array} \quad \begin{array}{c} 2 \\ \text{N.E.} \end{array} \quad \begin{array}{c} 3 \\ \text{N.W.} \end{array} \quad \begin{array}{c} 4 \\ \text{S} \end{array} \quad \begin{array}{c} 5 \\ \text{S.E.} \end{array} \quad \begin{array}{c} 6 \\ \text{S.W.} \end{array}$


 Typhoid to the S.S.E. mating to W.N.W. Strong Veering gale expected.


 Typhoid to E.S.E. moving to N. Back wind typhoid forecast expected.

It might I think be an advantage to

ADDITIONAL TELEGRAMS BY T  
AMERICAN MAIL.

President Faure's life he telegraphed his warm congratulations upon his escape.  
HONORS FOR A CANADIAN.  
London, July 13.—Sir Donald A. Smith

to-day invested at Willoughby Castle a knight-commander of the Order of Michael and St. George.

**LONDON STOCK MARKETS.**

London, July 19.—The dullness continues in the stock exchanges and the market at all active is that for home ways. The uncertainty of American currency affairs more or less dominates all markets and there is a tendency to respeculation and to prepare for possible trouble ahead. Cornelius Vanderbilt's news has still further depressed the American market and through the apparent reaction in New York American prices have

General Francis A. Walker of Boston, Massachusetts, made a speech which was greeted with enthusiasm by the audience. He began by asking the silver question from the point of a monetarist standpoint. He said the all-congruent topic at the Republican National Convention at St. Louis was the silver question. He said that McKinley, he said, was never a gold monopolist, and could not be if he tried. General Walker noted that the Kohlsaat St. Louis resolution on the silver question was a resolution of reduction regarding a gold standard, both of which were heartily cheered. General Walker continued: "It is deeply to be regretted that all efforts of the silver movement have been directed to the silver question. It is declared for the free coinage of silver at the ratio of 16 to 1 without waiting for the ratification of the other states. This is a mistake. It is a mistake to maintain the gold standard unimpaired."

New York, July 20.—The recent decline in the Treasury gold reserve, the fifth annual decline at this time, has been the subject of discussion by the members of the NEW YORK STOCK EXCHANGE, and a bi-

London, July 11.—Queen Victoria has sent an official invitation to the young Czarevich Nicholas and his wife to visit Balmoral during the coming autumn, and the news of this action appears to have greatly irritated French diplomats and caused serious

viction that an Anglo-Russian alliance could stand against the world. He subordinated his personal opinion and predilection to the unanimous advice of R.

Hence it is possible there will be a prodigious bother over a distinctly innocent transaction on the part of a sovereign whom it must be truly and without flattery

PARIS COMMENT ON LI HUNG CHANG.  
London, July 20.—The Paris correspondent of the Times, commenting upon reports that Li Hung Cheng had visited Credit-Lyonnais, and had declared in China intended to secure a great loan, that it desired to treat direct, with banks without intermediaries, suggests it is probable that the chief aim of Li is to get a loan on advantageous terms.

and was a powerful theologian and was an expert in canonical law. He avoided politics, and used to boast that he never read newspapers. There was no stronger figure in the Catholic Church. He belonged to the more intransigent branch of the Vatican, believing that the Pope should reject all policies that savor of conciliation, and maintain a firm and unbending attitude toward the Italian Government. This Cardinal had great influence with Pius IX, and was to some extent responsible for his political demeanor in the last years of his

nal system of arbitration between the United States and Great Britain, Lord Salisbury said there would be difficulty in dealing with cases so large as to contain issues of a vital character. After much discussion with the United States upon that point he thought that the tendency of the United States was to desire the rapid and summary decision of a tribunal. The British Government, thought that the principle of obligatory arbitration was attended with much hazard. Proper machinery must be first provided. In recent

arbitration. For these reasons, his lordship said, he had approached the question with considerable caution. He felt that it was a matter of such supreme importance, that it was necessary to be careful of every step.

upon the correspondence of arbitration which the Marquis of Salisbury laid before the House of Lords yesterday; the *Globe* expresses the opinion that the British Government has not yet seriously near record.

sides in the correspondence have shown disposition to discuss each possible solution in a conciliatory spirit, being propelled toward a settlement by the dynamic forces

The *St. James's Gazette* expresses the satisfaction, negotiations have not brought to United States much nearer to a settlement. **GOSPEL ON GREAT BRITAIN.**

London, July 18.—The air, figurative speaking, is full of ceremonies of unveiling of busts and monuments and other pious humous honors. In addition to the memorial to Horninge & Cendell, the publishers of Shakespeare's writings, unveiled this week, Dean Bradley of Westminster Abbey unveiled a bust of Thomas Arnold, the famous head master of Rugby; the Duke of Norfolk unveiled

Another theatre is to be added to the increasing list of London suburban playhouses. The plans and site of a big house to be erected at Fulham, one of the most populous districts of Greater London, have been approved by the London County Council, and building operations will be started at once. The auditorium will have a seating capacity of 2500. The lessee and manager is A. F. Henderson, late of the Saville.

A more disastrous session than this, or which only ten real working days remain, has rarely been known in the history of the House of Commons. The educational bill, passed and the Scottish rating bill, tolerably passed, and the Scotch measures, disposed of at this time.

The debility that has characterized the Government has put the London Radical

think I must be. She can't seem to get enough of me; or she wouldn't keep in in so much.

Temperature.

HONGKONG, August 14, 1894.		
BAROMETER	3 A.M.	30.77
Do.	1 P.M.	30.70
Do.	4 P.M.	30.70
TEMPERATURE	3 A.M.	84
Do.	1 P.M.	87
Do.	4 P.M.	88
Do.	(Wet bulb) 3 A.M.	78
Do.	Do. 1 P.M.	80
Do.	Do. 4 P.M.	80
Do. Maximum	88	
Do. Minimum	77	



## Insurances.

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**  
 Total Funds at 31st December, 1895, £12,433,191.  
 Authorized Capital, £3,000,000.00  
 Subscribed Capital, £2,750,000.00  
 Paid-up Capital, £2,687,500.00  
 Fire Funds, £2,001,016.29

HAVING been appointed Agents of the above Company we are prepared to accept EUROPEAN AND CHINESE RISKS at Current Rates.

SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, July 25, 1896. 1475

**UNION ASSURANCE SOCIETY.**  
 (Incorporated in the Kingdom of Queen Anne A.D. 1714).  
 CAPITAL FULLY SUBSCRIBED, £450,000.  
 CAPITAL PAID UP, £150,000.  
 TOTAL INVESTED FUNDS EXCEED £2,700,000.  
 TOTAL ANNUAL INCOME, £250,000.

THE Underwritten, having been appointed Agents of the above Society in Hongkong, is prepared to issue Policies against FIRE on the usual terms.

HARRY WICKING,  
 Agents.

## Entertainments.

## KELLY &amp; WALSH, LTD.

**TYPHOON LITERATURE.**  
 Instructions for the use of the TYPHOON LITERATURE. Prepared for use in China, by Dr. Dobereck, \$0.50  
 TYPHOON WARNINGS: A Card, with Diagrams, showing the meanings of the various Signals hoisted at this Observatory and other Stations of the Colony. 0.50  
 TYPHOON HIGHWAYS IN THE FAR EAST: By R. F. Louis Proc. S. J., of the Zikawei Observatory, No. 1, across the South end of the Furze Straits. 2.00  
 THE LAW OF STORMS IN THE EASTERN SEAS: By Dr. Dobereck, Government Astronomer. 1.00  
 TYPHOONS IN THE EASTERN SEAS: By the late General Palmer, R.E. 0.30  
 THE BOKARA TYPHOON: A Paper read before the Shanghai Meteorological Society by Father Chavaler, S.J. 0.50  
 HANDBOOK OF THE LAW OF STORMS: Being a Digest of the Principal Facts of Revolving Storms, by W. R. Birt. 3.00  
 1611

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 WATERBURY WATSON CO., LTD.  
 IMPERIAL GOVT. PAPER MILLS, Japan.  
 OHTOYA CEMENT CO., Japan.  
 KANAGAWA CEMENT CO., Japan.  
 TOKYO COTTON SPINNING MILLS.  
 HAYASHI CLOTH FACTORY.  
 Hongkong, July 6, 1896. 1373

## PUBLICATIONS.

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 OR NA MAIL—Every Day.

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 WASHMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office—Price, \$1 each.  
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 RIGAUD'S WHITE VIOLETS.  
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 RIGAUD'S WHITE JASMIN.  
 RIGAUD'S WHITE LILAC.  
 RIGAUD'S WHITE HELIOTROPE.  
 RIGAUD'S YLANG-YLANG.  
 RIGAUD'S FOUERRE ROYALE.  
 RIGAUD & Co., Chemists, Paris.

For Sale by A. B. Watson & Co., Chemists.

## Shipping.

## Steamers.

**CHINA NAVIGATION COMPANY, LIMITED.**

FOR SHANGHAI VIA SWATOW.  
 The Co.'s Steamship Tamsui.

Capt. Pearce, will be despatched as above on SATURDAY, the 16th Inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 13, 1896. 1617

## OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW-CHANG, TIENTSIN, HANKOW and Ports on the YANGTZEKING.)

The Co.'s Steamship Tamsui.

Capt. Pearce, will be despatched as above on SATURDAY, the 16th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 13, 1896. 1652

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

The Co.'s Steamship Tamsui.

Capt. Pearce, will be despatched as above on SATURDAY, the 16th Inst.

For Freight or Passage, apply to DOUGLAS LAURIE & Co., Agents.

Hongkong, August 13, 1896. 1647

## SHIRE LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

(To follow the S.S. Strathclyde.)

The Steamship Strathclyde.

Captain VYVYAN, will be despatched for the above Port on or about the 16th August.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, August 5, 1896. 1584

## THE OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

Monmouthshire | Monday | 17th August.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

The Steamship Monmouthshire.

will be despatched hence for PORTLAND, OREGON, and VICTORIA, B.C. via AMOY, SHANGHAI, KOBE and YOKOHAMA, on MONDAY, the 17th Inst.

Consular Letters of Goods for United States Points should be in Quadruplicate, and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, August 13, 1896. 1648

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship Prometheus.

Captain DAVY, will be despatched as above on MONDAY, the 17th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 5, 1896. 1568

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship Kaituma.

Capt. Geo. PAYNE, will be despatched as above on TUESDAY, the 18th Inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, August 11, 1896. 1638

## CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship Sunlight.

Capt. O. B. N. DODD, will be despatched as above on TUESDAY, the 18th Inst., at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 13, 1896. 1653

## MOGUL LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

The Steamship Glaze.

Captain BAILEY, will be despatched as above on or about WEDNESDAY, the 13th Inst.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, August 13, 1896. 1640

## Shipping.

## Steamers.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SINGAPORE, SAMARANG AND SOERABAYA.

The Co.'s Steamship Anara.

Capt. D. SMITH, will be despatched as above on THURSDAY, the 20th Inst., at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, August 12, 1896. 1641

## STEAM FOR SINGAPORE, PENANG, COLOMBO, PORT SAID, MARSEILLES, LONDON &amp; ANTWERP.

The Co.'s Steamship Rijn.

will be despatched for the above Ports on or about the 20th Inst.

For Freight or Passage, apply to NIPPON YUSEN KAISHA.

Hongkong, August 13, 1896. 1639

## OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

The Co.'s Steamship Myrmidon.

Capt. GARDNER, will be despatched as above on MONDAY, the 24th Inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, August 13, 1896. 1654

## GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship Glen.

Captain GLEN, will be despatched as above on TUESDAY, the 25th Inst.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, August 12, 1896. 1642

## SHELL LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Co.'s Steamship Neris.

Captain DANIEL, will be despatched as above on TUESDAY, the 25th Inst.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, August 12, 1896. 1607

## FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship S.S. Knight of St. John.

Capt. A. H. BIRCH, will be despatched for the above Ports at Daylight, on FRIDAY, the 28th August, 1896.

For Freight, apply to NIPPON YUSEN KAISHA.

Hongkong, August 12, 1896. 1640

## RICKMERS REGULAR LINE OF STEAMERS.

FOR MARSEILLES, HAVRE AND HAMBURG.

The Co.'s Steamship Ellen Rickmers.

Capt. STURZENEGGER, will be despatched as above on MONDAY, the 31st August.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, August 12, 1896. 1643

## Sailing Vessels.

FOR NEW YORK.

The 3/4 A.I. American Ship Manuel Playas.

Captain SMITH, will load here for the above Port and will have quick despatch.

For Freight, apply to SIEMSEN & Co.

Hongkong, June 8, 1896. 1170

## FOR SAN FRANCISCO.

The 100 A.I. British Ship Bonus.

Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, May 21, 1896. 1052

## FOR NEW YORK.

The 100 A.I. American Ship Paul Rogers.

Master, shortly expected from Shanghai, will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, August 5, 1896. 1391

## FOR BALTIMORE.

The 3/4 A.I. American Ship Anna Red.

Capt. F. D. WALDO, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, August 5, 1896. 1392

## FOR NEW YORK.

The 3/4 A.I. American Ship Charles & Mordy.

Captain LEONARD, is loading here for the above Port, and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co.

Hongkong, August 5, 1896. 1393

## SAILOR'S HOME.

ANY Cast-off Clothing, Books, or Papers will be thankfully received at the Sailor's Home, West Point.

Address: 1, Canton Street, Hongkong.

1394

## Mails.

## U. S. Mail Line.

**PACIFIC MAIL STEAMSHIP COMPANY.**

VIA INLAND SEA OF JAPAN AND HONOLULU.

Passenger Sailings from Hongkong.  
 City of Peking (via Amoy, Nagasaki, Kobe, Inland Sea and Yokohama)..... SUNDAY, August 16, at daylight.  
 China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... THURSDAY, Sept. 3, at noon.  
 Peru (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... TUESDAY, Sept. 30, at noon.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SUNDAY, the 16th August, at Daylight, taking Passengers and Freight for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers granted to England, France, and Germany by all principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the facilities of the Overland Route to San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, on payment of \$4 in addition to the regular freight rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan ports, to San Francisco, to Atlantic and Pacific Coast of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 p.m., same day; all Parcel Packages should be received in full; value of goods in invoice to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 13, 1896. 1549

## Occidental &amp; Oriental Steamship Company.

FOR CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC OCEAN CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sailings from Hongkong.  
 Doric (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... TUESDAY, Aug. 26, at noon.  
 Belgic (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... SATURDAY, Sept. 12, at noon.  
 Celtic (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)..... WEDNESDAY, Sept. 30, at noon.

THE Steamship DORIC will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th August, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passengers Tickets granted in England, France, and Germany by all transatlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Services, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Letters to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, August 9, 1896. 1518

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## NOTICE.

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ON WEDNESDAY, the 19th August, at Noon, the Company's Steamship SALAZAR, Commandant PAUL, with MALES, PASSENGERS, STOWAGE, and CARGO, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the S.S. Adriatic, which vessel takes on her Passengers and Mail, leaving that Port on the 31st August, direct to SUEZ, PORT SAID and MARSEILLES.

Cargo and Space will be registered for London as well for Marseilles, and engaged in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., same day (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are registered.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, August 9, 1896. 1592

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